## Exhibit 13

# Scenario #3 Ramp Restoration Options



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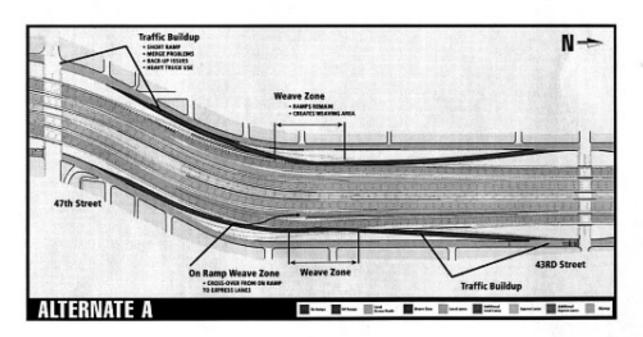
As you review these proposals, please keep in mind that the primary goal of the reconstruction, from an engineering standpoint, is to (1) add an additional lane in both directions at various points so that the expressway is less congested and (2) to reconfigure the ramps so that dangerous weaving is reduced and the expressway is safer.

#### 47th - 43rd Street (Restore south half of 43rd street interchange) - Alternate A

#### PROS:

- Direct access to and from the Dan Ryan at 43<sup>rd</sup> Street.
- Reduces traffic on the frontage roads between 43<sup>rd</sup> and 47<sup>th</sup> Street.

- Requires shifting the northbound and southbound exit ramps toward 43<sup>rd</sup> and 47<sup>th</sup> Street, causing potential traffic buildup on all ramps and a weave zone from the exit ramps to the right turn lanes at the intersections.
- Proposed northbound weaving zone is below engineering standards.
- Potential safety issue because access from the northbound 47<sup>th</sup> Street entrance ramp to the express lane slip ramp will not be physically blocked.
- Moderate cost increase.





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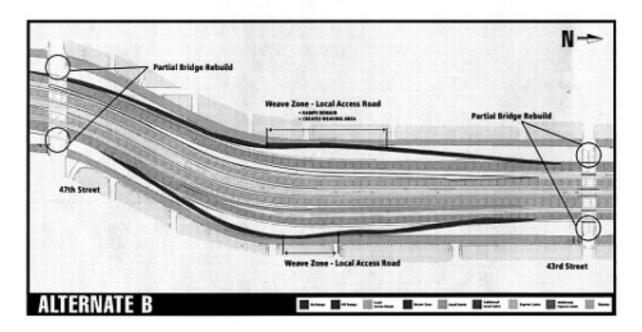
As you review these proposals, please keep in mind that the primary goal of the reconstruction, from an engineering standpoint, is to (1) add an additional lane in both directions at various points so that the expressway is less congested and (2) to reconfigure the ramps so that dangerous weaving is reduced and the expressway is safer.

# 47<sup>th</sup> – 43<sup>rd</sup> Street (Restore south half of 43<sup>rd</sup> street interchange) – Alternate B (Flopped ramps)

#### PROS:

- Direct access to and from the Dan Ryan at 43<sup>rd</sup> Street.
- Weave zones transferred to lower speed frontage roads.

- Reconstruct 43<sup>rd</sup> and 47<sup>th</sup> Street bridges to accommodate reconfigured ramps and provide safe sight distance.
- Potential safety issue since access from the southbound 43<sup>rd</sup> Street entrance ramp to express lane slip ramp is not physically blocked.
- Southbound frontage road weave is below engineering standards.
- Substantial cost increase due to bridgework and the movement of ramps.

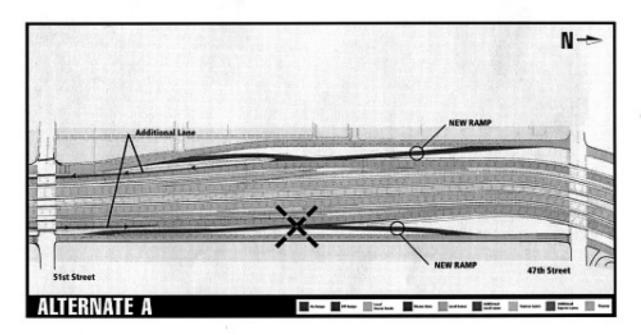


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#### 51st - 47th Street (Restore north half of 51ST street interchange) - Alternate A

- Northbound ramps overlap each other providing no weaving area, which is NOT acceptable.
- Proposed southbound weave section is below engineering standards.
- Potential safety issue since access from the southbound 47<sup>th</sup> Street entrance ramp to the
  express lane slip ramp is not physically blocked.
  - \*Alternate A is NOT considered feasible based on the issues listed above and the two new ramp additions proposed for 47<sup>th</sup> Street\*





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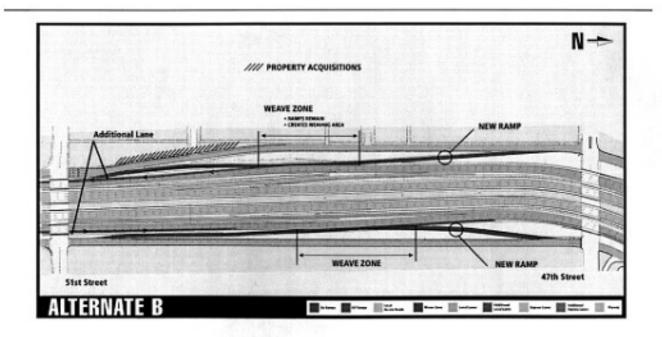
As you review these proposals, please keep in mind that the primary goal of the reconstruction, from an engineering standpoint, is to (1) add an additional lane in both directions at various points so that the expressway is less congested and (2) to reconfigure the ramps so that dangerous weaving is reduced and the expressway is safer.

#### 51st - 47th Street (Restore north half of 51st street interchange) - Alternate B

#### PROS:

- Direct access to and from the Dan Ryan at 51<sup>st</sup> Street.
- Direct access for trucks exiting at 47<sup>th</sup> Street to the intermodal yard.
- Reduces traffic on the frontage roads between 47<sup>th</sup> Street and 51<sup>st</sup> Street.

- The northbound 47<sup>th</sup> Street exit ramp conflicts with the intersection, causing potential traffic build up on the ramps and a dangerous weave zone from the ramp to the right lane at the 47<sup>th</sup> street intersection.
- Potential safety issue since access from the southbound 47<sup>th</sup> Street entrance ramp to the express lane slip ramp is not physically blocked.
- Southbound frontage road (Wells Street) with the new alignment requires the acquisition of property (residential) and a building displacement, which can take up to 18 months to finalize and will delay the project significantly.
- Potential accident rate increase due to less than standard weave zone.
- Moderate construction cost increase.



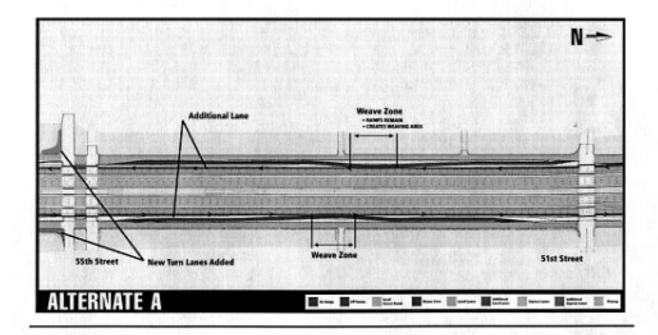


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#### 55th - 51st Street (Restore south half 51ST street interchange) - Alternate A

- With added 3<sup>rd</sup> local lane and a narrow corridor width in this area, the ramp weaves are reduced significantly from 820' to 280', which is unacceptable and a potential safety issue.
- Proposed northbound and southbound weaving between ramps is below engineering standards.
- Potential safety issue with a fixed object near the northbound and southbound exit ramps due to a narrow corridor width.
  - \* Alternative A is NOT considered feasible based on the issues listed above\*



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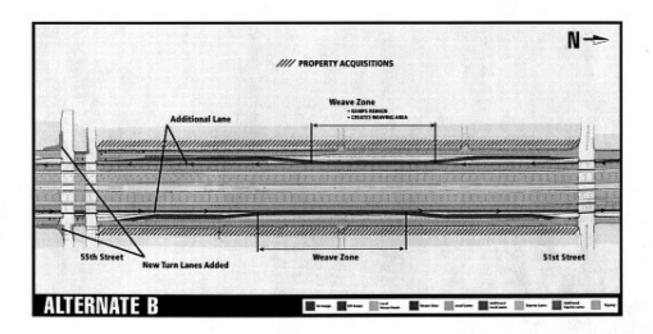
As you review these proposals, please keep in mind that the primary goal of the reconstruction, from an engineering standpoint, is to (1) add an additional lane in both directions at various points so that the expressway is less congested and (2) to reconfigure the ramps so that dangerous weaving is reduced and the expressway is safer.

#### 55th - 51st Street (Restore south half of 51st street interchange) - Alternate B

#### PROS:

- Direct access to and from the Dan Ryan at 51<sup>st</sup> Street and direct access for trucks exiting northbound at 47<sup>st</sup> Street to the intermodal yard.
- Reduces traffic on the frontage roads between 47<sup>th</sup> and 51<sup>st</sup> Street.

- Northbound and southbound exit ramps conflict with the intersection queue causing
  potential traffic build up on the ramps and a difficult weave maneuver from the ramp to the
  right turn lane at the intersection.
- Realignment of the Wells and Wentworth frontage roads is required.
- Significant construction cost increase.
- New property acquisition and multiple building displacements cause significant project delay.



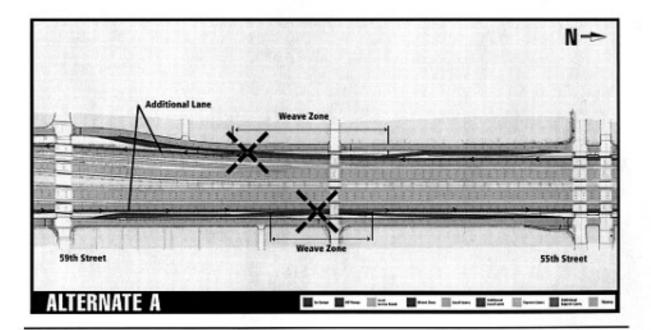


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#### 59th - 55th Street (Restore north half of street interchange) - Alternate A

- With added 3<sup>rd</sup> local lane and narrow corridor width in this area, there is no remaining room between local lanes and the frontage road to accommodate southbound 59<sup>th</sup> Street exit ramp.
- Proposed northbound ramps overlap, providing no weaving area, which is unacceptable.
  - \*Alternative A is NOT considered feasible based on the issues listed above\*



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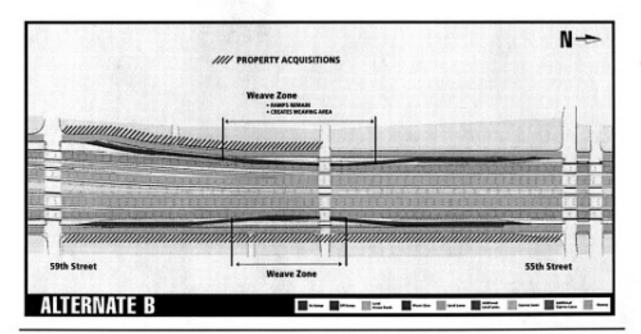
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#### 59th - 55th Street (Restore north half of 59th street interchange) - Alternate B

#### PROS:

- Direct access to and from the Dan Ryan at 59<sup>th</sup> Street.
- Reduces traffic on frontage roads between 59<sup>th</sup> and 55<sup>th</sup> Street.

- Northbound and southbound exit ramps conflict with the intersection queues causing
  potential traffic buildup on the ramps and a difficult weave zone from the ramp to the right
  turn lane at the intersection.
- Realignment of the Wells and Wentworth frontage roads is required.
- Significant construction cost increase.
- New property acquisition and multiple building displacements causing significant project delay.





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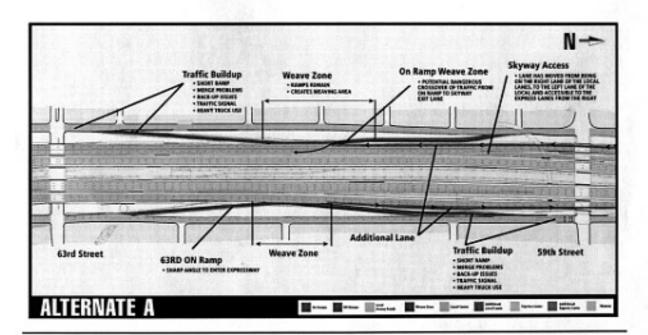
As you review these proposals, please keep in mind that the primary goal of the reconstruction, from an engineering standpoint, is to (1) add an additional lane in both directions at various points so that the expressway is less congested and (2) to reconfigure the ramps so that dangerous weaving is reduced and the expressway is safer.

#### 63rd - 59th Street (Restore south half of 59th street interchange) - Alternate A

#### PROS:

- Direct access to and from the Dan Ryan at 59<sup>th</sup> Street.
- Reduces traffic on frontage roads between 59<sup>th</sup> and 67<sup>th</sup> Street.

- Northbound and southbound exit ramps shifted closer to 59<sup>th</sup> and 63<sup>rd</sup> Streets, which
  causes potential traffic buildup on the ramps and a difficult weave zone from the ramp to
  the right turn lane at the intersection.
- Northbound weaving between ramps is below engineering standards.
- Reintroduces weave from southbound 63<sup>rd</sup> Street entrance ramp to Skyway exit ramp.
- Moderate construction cost increase.

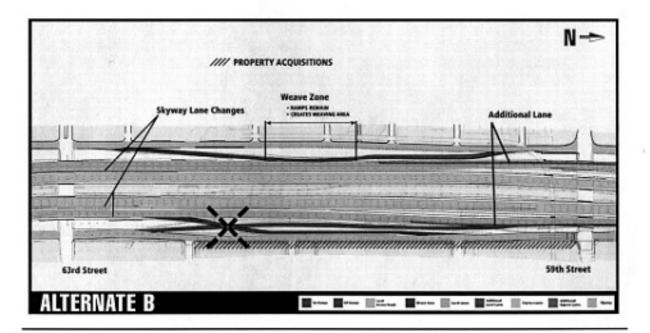


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# 63<sup>rd</sup> – 59<sup>th</sup> Street (Restore south half of 59<sup>th</sup> street interchange) – Alternate B (Braided Ramps)

- Due to a limited distance between the Conrail RR structure and the CTA structure, braiding (over/under) the ramps is not possible.
- Ramp braiding requires severe bridge skew, which is undesirable and costly.
  - \*Alternative B is NOT considered feasible based on the issues listed above\*





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#### 79th - 76th Street (Restore south half of 76th street interchange) - Alternate A

#### PROS:

- Direct access to and from the Dan Ryan at 76<sup>th</sup> Street.
- Reduces traffic on frontage roads between 79<sup>th</sup> and 76<sup>th</sup> Street.

- A design exception would be required since the entrance ramp tapers would not meet the minimum standard.
- Redesign of the 76<sup>th</sup> Street bridge would be required, as well as the demolition and reconstruction of the 79<sup>th</sup> Street bridge (already reconstructed in 1998) and new retaining walls.
- Significant increase in construction costs.

